



POLICIES: ADOPTED BY MAYOR AND COUNCIL ON MAY 5, 1980

kino area



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KINO AREA PLAN

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KINO AREA PLAN

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FORMAL ACTION

Mayor and Council - May 5, 1980 - Resolution #11120 (Adoption)
December 21, 1981 - Resolution #11701 (Amendment)
June 28, 1982 - Resolution #11910 (Amendment)
February 22, 1983 - Resolution #12158 & 12160 (Amendment)
July 5, 1983 - Resolution #12340 (Amendment)
October 28, 1985 - Resolution #13385 (Amendment)
September 14, 1987 - Resolution #14181 (Amendment)
December 12, 1994 - Resolution #16779 (Amendment)
March 27, 2000 – Resolution #18563 (Amendment)
July 1, 2002 – Resolution #19280 (Amendment)
August 5, 2002 – Resolution #19326 (Amendment)

Hearings: Mayor and Council -	June 5, 1980	December 12, 1994
	December 21, 1981	March 27, 2000
	June 21, 1982	July 1, 2002
	February 14, 1983	August 5, 2002
	July 5, 1983	
	October 28, 1985	
	September 14, 1987	

Citizens Advisory Planning Committee - February 5 & 6, 1980
May 18 & 19, 1982
January 4 & 5, 1983
November 17 & 18, 1981
May 3 & 4, 1983
September 18, 1985
August 5, 1987
November 2, 1994
Planning Commission - February 2, 2000
June 5, 2002
July 17, 2002

INTRODUCTION

Overview

The Kino area is becoming one of Tucson's more desirable places for industrial, commercial, and residential development. Some reasons for this are: **1)** the arrival of IBM, **2)** the expected construction of the Southeast Interceptor sewer line, **3)** the proposed roadway improvements in the Kino area, **4)** relatively inexpensive parcels, and **5)** 55 percent of the total land area is vacant. These and other activities are expected to trigger phenomenal growth in the Kino area. The area is bounded by 36th Street on the north, Country Club Road on the east, Los Reales Road on the south, and the Southern Pacific Railroad tracks (Nogales Branch) on the west.

In the past, developments in Kino were dispersed throughout the area. There were few attempts to determine how developments affected one another. Sometimes, this resulted in conflicting land uses. Therefore, the purpose of this plan is to help ensure that developments in Kino will occur in a rational and compatible manner.

Some constraints to extensive development in parts of the Kino area include inadequate sewer capacity, floodplains, airport noise contours, and Airport Approach Zone. Airport noise contours identify areas with certain noise levels created by aircraft. The contours are developed under Federal Aviation Administration guidelines to assist airports, urban planners and government officials to plan and achieve long-term compatibility between airports and adjacent areas. On the other hand, the Airport Approach Zone is part of the Tucson Zoning Ordinance. The zone regulates the type of buildings permitted, their height, and their use in areas close to airport runways.

Background

In 1978, the City Planning Department began a planning process for Kino. The first stage of this process - to compile an inventory of the physical, economic, and social conditions in the area - was completed in November 1978. The inventory identified six major issues in Kino: **1)** vacant land development potential, **2)** anticipated land use and traffic circulation changes, **3)** visual appearance, **4)** deteriorating businesses along Benson Highway, **5)** industrial development, and **6)** environmental considerations such as the affects of the Julian Wash. The development potential of vacant land in the Kino area, the overall link to the other five issues, was chosen for further study.

In 1979, the second stage of the process began. This involved interviewing bankers, developers, property owners, government officials, and others knowledgeable about Kino. The purposes of the interviews were to obtain people's perceptions of the area and gather information on various development plans in Kino. To summarize the comments from the meetings, the **Preliminary Findings Report** was compiled in September 1979. The comments, along with the inventory analysis, are also the basis for the policy

recommendations contained in this plan. Thus, the plan recommendations provide a foundation for any further planning efforts which may be required in the Kino area.

Overall Goal

To establish guidelines for the future growth of the Kino area and to provide a balance of uses and a wide range of activities, including employment, shopping, housing, and recreation.

Format of Plan

Many of the sub-goals and policies of this plan are consistent with the adopted *General Plan (GP)** and are identified as such. There are also references to adopted legislation and other City plans. The following abbreviations are used in referring to these studies:

WH/P-SG NP = Western Hills/Pueblo-Sunland Gardens Neighborhood Plan

ARS = Arizona Revised Statutes

The policies in this plan are presented under four sections entitled: Residential, Industrial, Public and Semi-Public, and Commercial. Reference maps are provided for each of the sections. Some of the policies, however, cannot be easily separated into distinct sections and therefore will overlap some categories. It is important to review the policies as a unified set of guidelines and recommendations.

* *The General Plan* was originally adopted as the "*Comprehensive Plan*" pursuant to the Tucson *Zoning Code* and, subsequently, the Tucson *Land Use Code*. The term "*Comprehensive Plan (CP)*" was changed to the "*General Plan*" by Ordinance 9517, which was adopted by Mayor and Council on February 12, 2001. This change in title does not affect the content of the Plan.



Residential

Several distinct housing environments exist in the Kino area. There is a mixture of: **1)** older single-family and duplex development, predominantly in the Western Hills/Sunland Gardens area, **2)** older, stable mobile home development (there are approximately 1,450 mobile homes in the Kino area), and **3)** new single-family subdivision activity. The majority of this single-family housing was constructed in the mid-70s, adding 1,568 new units to Kino's housing stock.

The Kino area will continue to be suitable for residential development because of: **1)** relatively low land prices, **2)** large tracts of vacant land, and **3)** closeness to major employers and family/cultural ties. In the **Preliminary Findings Report**, the issue was raised of insufficient multi-family residential zones. Acknowledging the present homebuyer preference for single-family detached housing, alternative housing options are equally important in light of rising housing prices and interest rates, projected gasoline shortages and changing lifestyle. According to the adopted *General Plan*, a variety of housing opportunities should be made available throughout the region and an attempt should be made to match the amount of residentially zoned land to the needs of the housing market. (GP, Section 11, Policy 6A) Various sites in Kino are suitable for housing options ranging from single-family homes, duplex and townhouses to apartments.

It is important to provide residential development on suitable land and to avoid environmentally hazardous areas. However, it is anticipated that existing environmental constraints, such as flood plains and noise contour areas will change over time. Changes resulting from flood control actions and improved aviation technology and runway relocation will provide concomitant changes in future land use patterns.

SUB-GOAL: Achieve a variety of housing types, costs, and densities in those areas most suited for residential development in order to meet the needs of future Kino residents.

POLICY 1: Development of additional multi-family residential units in the Kino area should be encouraged, including duplexes, apartments, and townhouses. To help implement this policy, changes in zoning to accommodate higher residential densities should be encouraged for the specific parcels included in Policy 1. Proposals for higher density residential development should be sensitive to existing neighborhoods. Specific design factors which minimize the impact of new development on adjacent lower density residential areas should be included as an important consideration during the rezoning and development review process.

(December 21, 1981, Resolution #11701, KAP Residential Policy 1)

- a. The parcel at the northwest corner of Campbell Avenue and Irvington Road (**Site 1**).

- b. The parcel at the southeast corner of Campbell Avenue and Irvington Road (**Site 2**).
- c. The vacant area on the south side of Walnut Road and Benson Highway to Bantam Road, between Tucson Boulevard and Country Club Road (**Site 3**) as shown on the Residential Land Use Map.

(September 14, 1987, Resolution #14181, KAP Residential Policy 1, paragraph c)

- d. The vacant area on the north side of Benson Highway to Irvington Road, between Tucson Boulevard and Country Club, should the Julian Wash flood problems be corrected (**Site 4**).

(December 12, 1994, Resolution #16779, KAP Residential Policy 1, delete paragraph e to delete Residential **Site 5** and add Commercial **Site 5**)

- f. A portion of the northeast corner of Campbell Avenue and Ajo Way (**Site 6**).
- g. The site lying to the north of the Rodeo Wash between Campbell Avenue and Tucson Boulevard (**Site 8**).

(February 22, 1983, Resolution #12158, KAP Residential Policy 1, paragraph g)

Within Residential **Site 8**, the parcel located at the southwest corner of Drexel Road and Tucson Boulevard has the option of park industrial development (see Industrial Sub-Goal Policy 5). In the event that industrial uses are not developed on this parcel, development of residential units should be encouraged, including single-family residences, duplexes, apartments, and townhouses. Residential development should be sensitive to the adjacent school and to existing neighborhoods. Design factors that minimize the impact of new development on adjacent residential areas should be included as an important consideration during the rezoning and development review process.

(March 27, 2000, Resolution #18563, KAP Residential Policy 1.g, added paragraph 2)

POLICY 2: The approximately 320-acre parcel (**Site 7**) located between Tucson Boulevard and Country Club Road and between Bantam Road and Bilby Road shall be developed as a balanced community. To accomplish this, the following guidelines should be promoted.

- a. Provide for residential development as the primary land use with an average density of 11 dwelling units per acre by allowing a variety of residential zoning designations on site. Approximately 110 acres of **Site 7** shall be developed as residential. (See Note).

(October 28, 1985, Resolution #13385, KAP Residential Policy 2, paragraph a)

NOTE: The Development Guidelines as submitted by the applicant will be followed for the approximately 72 acres on the northern 142-acre portion of Residential **Site 7**. The Guidelines are on file in the Planning Department.

(February 22, 1983, Resolution #12158, KAP Residential Policy 2)

- b. Encourage the developer to take advantage of existing procedures allowing design flexibility, such as Planned Unit Development,* Zero Lot Line, and Lot Development Options.
- c. Work with the developer to set aside appropriate elementary school acreage for Sunnyside School District, outside the designated Airport Approach Zone.
- d. Provide adequate commercial facilities to support residential development in the area.
- e. Provide adequate right-of-way for the Campbell Corridor.
- f. Allow compatible park industrial type development as part of the overall community so long as the majority of development is residential. Park industrial uses would be most appropriate: 1) within or adjacent to high noise level (Ldn 65+) areas as identified in the Airport Environs Plan, 2) within Aircraft Approach Zones, 3) when arterial street access is available, and 4) as a transition to other industrial uses (Site 1, Industrial Policies).
- g. Residential development proposed in the area bounded by Bantam, Bilby, Country Club, Drexel, and Tucson Boulevard should provide a safe and efficient pedestrian link to nearby school sites.
- h. Development along Tucson Boulevard should comply with Policy 3 (Gateway Routes) of the Major Streets and Routes Plan or the Gateway Routes ordinance when adopted.

(October 28, 1985, Resolution #13385, KAP Residential Policy 2, paragraphs g and h)

POLICY 3: Recognize that there is a higher proportion of mobile home development in the Kino area as compared with other areas of Tucson. Noting that the varieties of other types of residential units have been developed in the Kino area in recent years, the City should:

* PUD was rescinded by the Mayor and Council on March 9, 1987, Ordinance No. 6642. Cluster type development is allowed under the provisions of the Residential Cluster Project Ordinance adopted by the Mayor and Council on March 9, 1987.

- a. Allow additional mobile home zoning as long as the trend continues to indicate that a balance of residential uses is being provided in the Kino area;
- b. Promote infill of existing vacant MH zoned land outside of the Ldn 65+ High Noise Exposure Area;
- c. Deny requests for MH zoning in the Ldn 65+ High Noise Exposure Area.

(June 28, 1982, Resolution #11910, KAP Residential Policy 3)

POLICY 4: Revitalization of older residential areas within Kino can be accomplished by taking the following steps (GP, Section 11, Policy 6B):

- a. Promote the expansion of the Neighborhood Housing Service program into the Western Hills/Sunland Gardens area. (WH/P-SG NP, Housing Recommendations)
- b. Promote new residential development on the vacant parcels within the Western Hills/Sunland Gardens area, especially the property west of Utterback Junior High School (**Site 9**). (WH/P-SG NP, Land Use Recommendations)
- c. Resubdivide the property west of Utterback Junior High School to allow a higher density of single family attached and detached dwelling units and create a more consistent street pattern (**Site 9**). (WH/P-SG NP, Land Use Recommendations)
- d. Encourage a mixed use of higher density residential and local commercial uses on the vacant parcel at the northeast corner of Campbell Avenue and Ajo Way (**Site 6**). (WH/P-SG NP, Land Use Recommendations)
- e. Promote changes in zoning to reinforce the present residential development trends within the area surrounding Drexel Elementary School (**Site 10**). (GP, Section 11, Policy 6B)

POLICY 5: The City should encourage developers to consider environmental factors in the construction of new residential development in Kino. Implementation of this policy shall include the following:

- a. As part of the City's review process, passive solar orientation should become a consideration where feasible. (GP, Section 7, Policy 3)
- b. Encourage reduction of street widths (from 50' to 24' -36', dependent upon projected traffic volumes) on the internal street systems of new residential developments.
- c. Deny residential development within the existing Julian Wash 100-year floodplain and the Tucson International Airport noise contours over Ldn 65.

- d. Develop sound attenuating construction standards similar to those used by FHA for all residential development occurring within Tucson International Airport noise contours under Ldn 65.
- e. Encourage planting of native desert trees along internal streets to reduce heat absorption and provide for pavement shading.

POLICY 6: The approximately 155-acre parcel (**Site 11**) located between I-10 and the Julian Wash, just west of Treat Avenue should be developed as an integrated, cohesive, low-to medium-density residential neighborhood with multiple access points throughout the site. Edge treatment along I-10 should include noise mitigation and safety elements. Treatment along the Julian Wash should incorporate recreation facilities, including a shared-use trail which provides connectivity with the recreation facilities located at Ajo Way and Country Club Road, maintains and improves access for users west of Kino Parkway, and reinforces and supports the regional trail network along the Julian Wash.

(August 5, 2002, Resolution #19326, added KAP Residential Policy 6, added **Site 11**)



Industrial

All areas in the region have particular characteristics which make them more suitable for certain land uses than other areas. Sites in the Kino area have a number of features appropriate for industrial facilities. These include: **1)** good accessibility to airport, railroad, Interstate 10 and truck facilities **2)** relatively inexpensive vacant land, and **3)** large amounts of industrial zoned land. For these and other reasons, rapid industrial development is occurring and will continue to occur in Kino.

SUB-GOAL: Encourage the integration of appropriate industrial sites within the Kino Area. (GP, Section 11, Policy 8B)

POLICY 1: Concentrated industrial development should be promoted on the land immediately north and east of the Tucson International Airport (**Site 1**). To accomplish this, the City should:

- a. Discourage additional residential uses around the Airport by assisting property owners to rezone vacant R-1 and R-2 land south of Sunnyside High School, the area around Los Ranchitos Elementary School, and the area bounded by Campbell Avenue on the west, the Rodeo Wash alignment on the north, Tucson Boulevard on the east, and Bilby Road on the south.
- b. Allow industrial uses on the 126-acre parcel which is bounded by the presently existing Rodeo Wash on the north, Bilby Road on the south, Tucson Boulevard on the east, and Campbell Avenue on the west. In developing this parcel, park industrial shall be developed to a depth of 300 feet along Campbell Avenue, Tucson Boulevard, and the presently existing Rodeo Wash. The remaining acreage should be allowed to develop for other industrial uses (**Site 4**).

(February 22, 1983, Resolution #12158, KAP Industrial Policy 1.a and b)

POLICY 2: Reserved.

(August 5, 2002, Resolution #19326, deleted existing language for KAP Industrial Policy 2)

POLICY 3: Continued development of a major employment center serving heavy industry in the area near 36th Street and Country Club Road (**Site 3**) should be supported.

POLICY 4: Clean and attractive industrial development in Kino should be encouraged.*

* Note: Further clarification of this policy will be determined by the *Industrial Sites Study*.

POLICY 5: Based on surrounding uses, the parcel bound by Drexel Road on the north, Tucson Boulevard on the east, Rodeo Wash on the south and the Los Amigos Elementary School site on the west (**Site 5**), is appropriate for park industrial development if the proposal is in conformance with the criteria listed below. This parcel also has the option of residential development (see Residential Sub-Goal Policy 1.g).

- a) All activity shall occur within an enclosed building. Outdoor storage shall not be permitted.
- b) An eighty-five foot building setback shall be maintained from the west property line.
- c) A twenty-foot wide landscape buffer shall be provided along the west and south property lines. Landscaping shall include canopy trees placed a maximum of twenty-five feet apart, groundcover, and shrubs.
- d) An easement shall be provided along the south boundary of the site to accommodate a pedestrian trail along the Rodeo Wash, to be developed by the property owner or applicant.
- e) All noise-generating uses, including but not limited to trash enclosures, loading zones, and outdoor mechanical equipment, shall be located at least one hundred feet from the west property line.
- f) A ten-foot-wide landscape buffer shall be provided along the frontages of Tucson Boulevard and Drexel Road. Landscaping shall include canopy trees placed a maximum of twenty-five feet apart, groundcover, and shrubs.

(March 27, 2000, Resolution #18563, added KAP Industrial Policy 5)

POLICY 6: Light industrial use is appropriate on **Site 6**, if the proposed use is in conformance with the criteria listed below.

- a) Prior to non-residential rezoning approval on **Site 6**, proposed site design is to demonstrate that the south- and north-bound traffic lanes on the Kino Parkway ramp are safe, accessible, and maneuverable for large commercial vehicles, such as but not limited to semi-tractor trailers servicing or delivering to this site, using the Kino Parkway ramp entrance.
- b) All structures should be limited to 36 feet in height, and should be comparable in building mass and setbacks with the adjacent Pima County Government Complex.

- c) All primary activity should occur within enclosed buildings, with service bay doors prohibited on north building elevations. Outdoor open storage should not be permitted.
- d) The embellished landscape buffer area along the south, east, west, and north property lines should be comparable in depth, and match the density of trees, plants, shrubs, and groundcover material as established by the Pima County Government Complex along Ajo Way.
- e) All noise-generating uses, including but not limited to trash enclosures, loading zones, and outdoor mechanical equipment, shall be appropriately screened and located a minimum of 50 feet from the east and north property lines.

(July 1, 2002, Resolution #19280, added Industrial Policy 6)



Commercial

Commercial development is an important part of any community and can contribute to an attractive and convenient living environment. Kino is in the unique position of providing for various commercial needs. On a regional level, it will continue to fulfill a tourist-oriented commercial function. In addition, commercial activity will increase to meet the supportive service needs of incoming industrial employers/employees. Demand for increased neighborhood-oriented shopping facilities will continue as a result of increased residential development.

Such commercial functions should be arranged to best serve the needs of the neighborhood, community and region and should be encouraged to occur within an activity center framework where possible. Some land originally designated for commercial uses may be considered more appropriate for other uses due to changing area needs and trends.

SUB-GOAL:

Provide for an adequate amount and appropriate arrangement of commercial development within Kino.

POLICY 1: The City should promote a variety of commercial activity centers within Kino to accommodate future regional, community, and neighborhood commercial needs (GP, Section 11, Policy 5 & 7A, B, C). This can be accomplished by:

- a. Supporting additional development of the tourist-oriented commercial centers around the Park Avenue-Interstate 10 interchange (such as those proposed by the Little America Corp.) (**Site 1**) and around the entrance to Tucson International Airport (**Site 2**).
- b. Supporting the approved development plan for a 35-acre community level shopping center at the northeast corner of Campbell Avenue and Irvington Road (**Site 3**).
- c. Encouraging private developers to utilize existing provisions in the Land Use Code which allow the integration of appropriate commercial and supportive service activities within industrial parks.
- d. Ensuring the provision of adequate neighborhood-oriented commercial facilities as part of the development plan for the vacant approximately 320-acre parcel (**Site 7** on the residential map).

- e. Support commercial development on a 16-acre parcel, south of Benson Highway, north of Walnut Road and east of Tucson Boulevard, as a consolidated community and neighborhood commercial development (**Site 4**) as shown on the Commercial Land Use Map.

(September 14, 1987, Resolution #14181, KAP Commercial Policy 1, paragraph e.)

- f. Required consolidated access to site commercial uses from Campbell Avenue (**Site 5**) and encourage integration through access and other site design elements with existing and future development to the north.

(December 12, 1994, Resolution #16779, KAP Commercial Policy 1, paragraph f to add **Site 5** and delete Residential **Site 5**)

- g. Light industrial use is appropriate on Site 6, if the proposed use is in conformance with the criteria listed below.
 - 1) Prior to non-residential rezoning approval on **Site 6**, proposed site design is to demonstrate that the south- and north-bound traffic lanes on the Kino Parkway ramp are safe, accessible, and maneuverable for large commercial vehicles, such as but not limited to semi-tractor trailers servicing or delivering to this site, using the Kino Parkway ramp entrance.
 - 2) All structures should be limited to 36 feet in height, and should be comparable in building mass and setbacks with the adjacent Pima County Government Complex.
 - 3) All primary activity should occur within enclosed buildings, with service bay doors prohibited on north building elevations. Outdoor open storage should not be permitted.
 - 4) The embellished landscape buffer area along the south, east, and north property lines should be comparable in depth, and match the density of trees, plants, shrubs, and groundcover material as established by the Pima County Government Complex along Ajo Way.
 - 5) All noise-generating uses, including but not limited to trash enclosures, loading zones, and outdoor mechanical equipment, shall be appropriately screened and located a minimum of 50 feet from the east and north property lines.

(July 1, 2002, Resolution #19280, added paragraph G to support commercial uses on **Site 6**, and added **Site 6**)

- h. Support a mix of commercial, office, and residential uses along the east side of Benson Highway between Ajo Way and Irvington Road, and along Kino Parkway between I-10 and Benson Highway (**Site 1 and Site 7**). Treatment along the Julian Wash should incorporate recreation facilities, including a shared-use trail which provides connectivity with the recreation facilities located at Ajo Way and Country Club Road, maintains and improves access for users west of Kino Parkway, and reinforces and supports the regional trail network along the Julian Wash.

(August 5, 2002, Resolution #19326, KAP Commercial Policy 1, added paragraph h to support commercial, office and residential uses on the southern portion of **Site 1**, and added **Site 7**).



PUBLIC AND SEMI-PUBLIC

There are various activities local government and semi-public agencies can undertake to promote community improvements. During the Kino planning process, several tasks were identified as particularly helpful to the Kino area. They include: expanding sewer facilities, providing new recreation areas, improving roadways, providing buffers to reduce noise, and encouraging zoning changes on certain parcels of land.

Development in many parts of the Kino area has been restricted because of inadequate sewer capacity. To help alleviate this problem, construction plans have been developed to build the four-mile-long Southeast Interceptor sewer line. When completed, the sewer line will traverse the Kino area generally following Benson Highway and the Julian Wash.

The joint City-County Transportation Corridor Project, in progress, includes a program to improve a major roadway through the Kino area. Campbell Avenue and Tucson Boulevard are the streets being considered. This roadway improvement is intended to increase access between the airport and the central city but will also help reduce traffic congestion and safety problems in Kino.

Finally, as the Kino area continues to develop, recreation and other public facilities such as schools, police and fire stations will be needed.

SUB-GOAL: Increase public efforts to enhance the environment and image of the Kino Area.

POLICY 1: The City should take actions to ensure the coordination of developments as outlined in the land use policies of this plan. For example, all large parcels (over 30 acres) should be required to have overall concept plans as part of the rezoning and subdivision processes.

[**NOTE:** Original Public and Semi-Public Policy 2 deleted July 5, 1984, Resolution #12340; the following policies were renumbered.]

POLICY 2: The City should follow mitigation measures to be recommended in the Transportation Corridor Project to reduce any adverse impacts of the proposed airport access route on the Kino neighborhoods.

POLICY 3: The City should continue to work with the Tucson Airport Authority to ensure compatibility between the Airport and surrounding land uses. Participation in the Airport Environs Study would be appropriate.

POLICY 4: The City should coordinate the following activities with other governmental jurisdictions:

- a. The City should urge the County to place the City's portion of the Southeast Interceptor sewer line as a high priority for funding of design and construction.
- b. The City should offer assistance to the County in its revision of the adopted 1970 Benson Highway-Palo Verde Road Area Plan.
- c. The City should assist Sunnyside School District and Tucson Unified School District 1 in determining future school locations.
- d. The City should recommend to Sunnyside School District, the relocation of Los Ranchitos Elementary School to a site away from excessive noise area as identified by the 1984 and 1999 noise contour map (1969 School Study/Sunnyside School District 12).
- e. The City and Sunnyside School District should encourage increased public use of the Sunnyside High School sports complex by use of signs identifying the complex as a public park and replacement of fencing with landscaping along Del Moral Boulevard.
- f. The City should continue involvement in the Transportation Corridor Project with the County and other jurisdictions to assure these traffic improvements are accomplished.

POLICY 5: The City and County should develop additional recreational facilities in the Kino Area (GP, Section II., Policy 9F and G). To accomplish this, the City and County should:

- a. Reserve a 50 acre park site for a district park within the Kino Area (**Site 1**) in conformance with the Proposed Parks, Recreation and Open Space Plan (ARS 9-463.01, D, E, & F).
- b. Support the use of the Ajo Way Detention Reservoir for park purposes (**Site 2**) and the 30 acre site on the northwest corner of Ajo Way and Country Club Road for residential, commercial, and/or park industrial uses with an emphasis on a coordinated and compatible development scheme. Any industrial and commercial developments (**Site 4**) should be compatible with the Kino Hospital complex (**Site 3**).

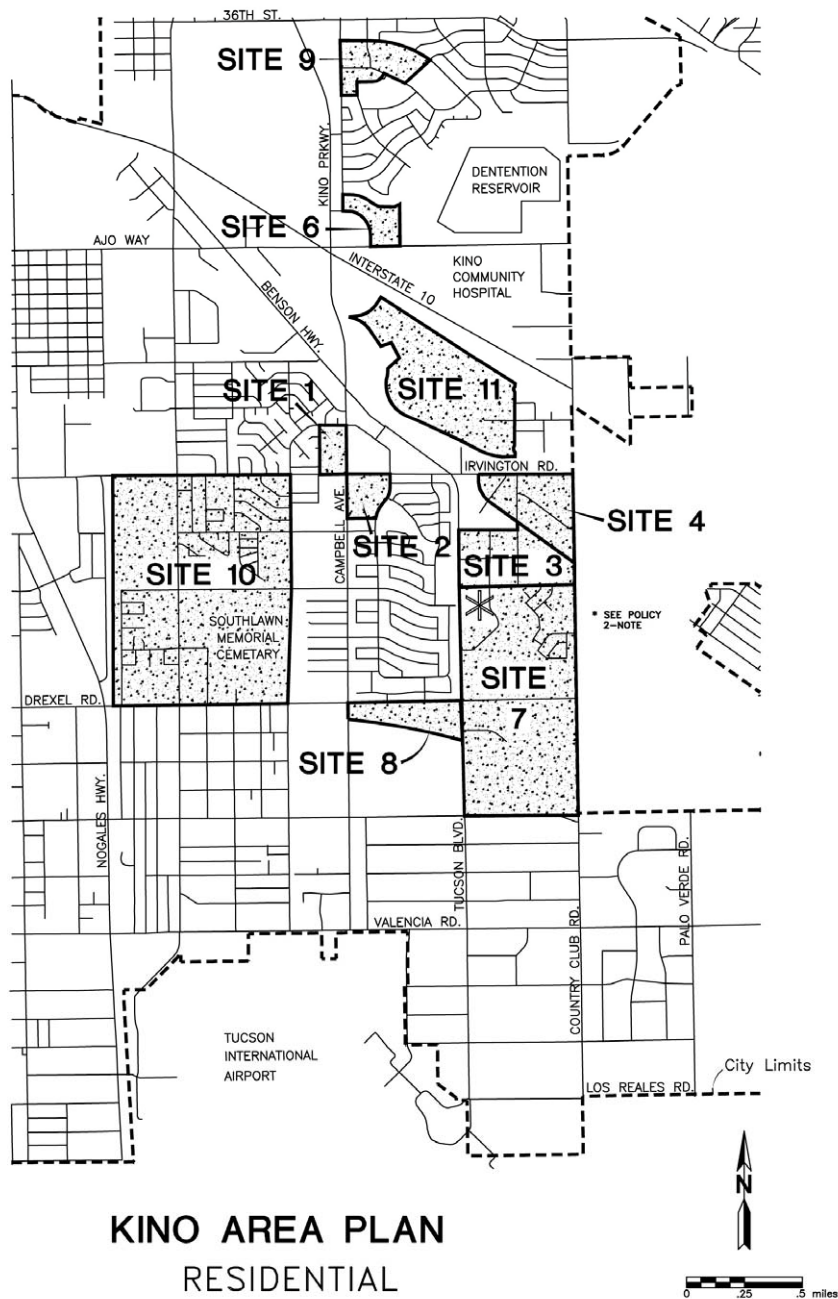
(February 22, 1983, Resolution #12160, KAP Public and Semi-Public Policy 5.b)

POLICY 6: The City should support the use of the 80 acres of the County's Ajo Way site for medical facilities (**Site 3**). The City should also support residential, commercial, and/or park industrial uses with an emphasis on a coordinated and compatible development scheme with the Kino medical complex and other institutional uses (**Site 4**).

(February 22, 1983, Resolution #12160, KAP Public and Semi-Public Policy 6)

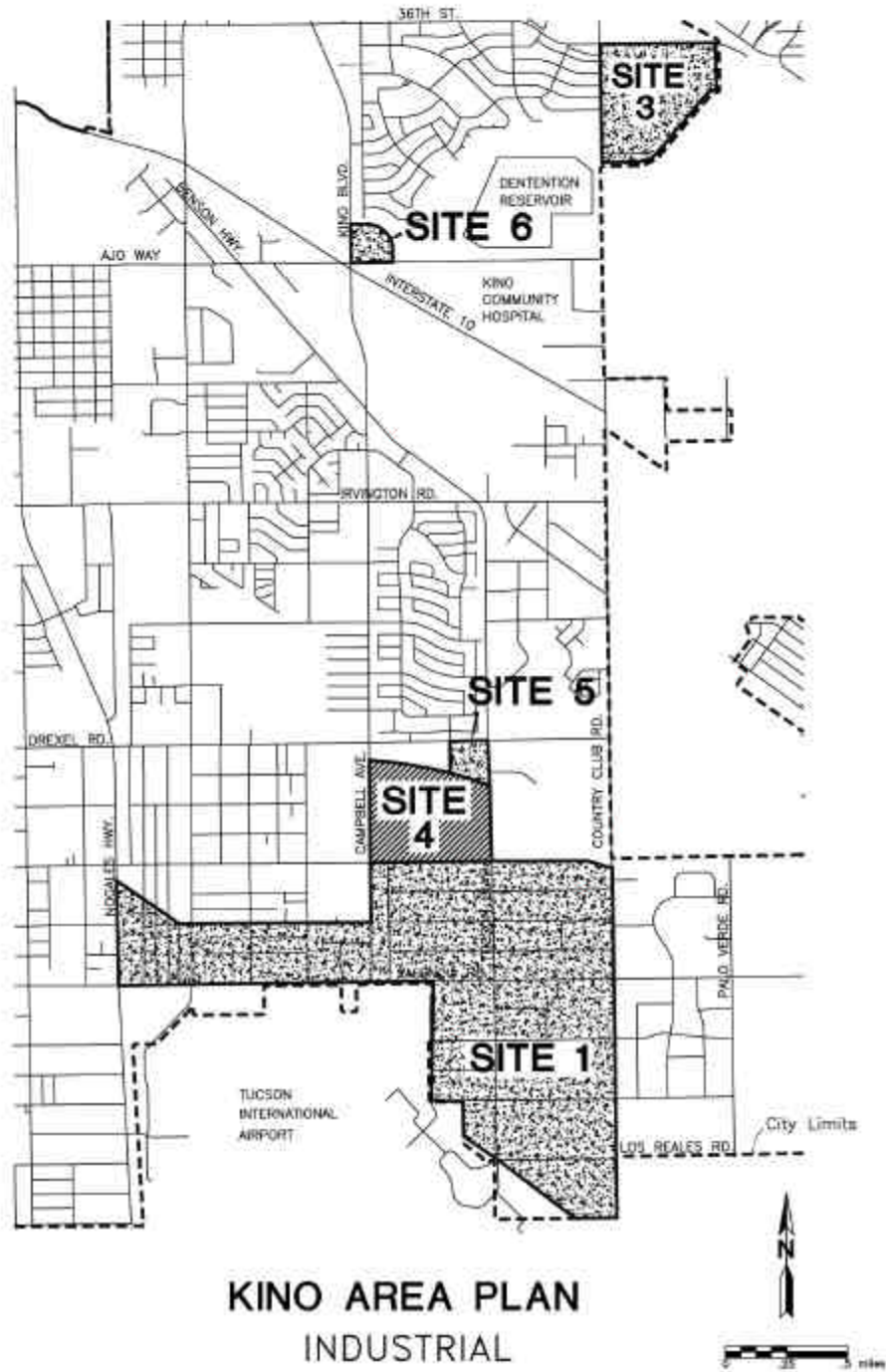
POLICY 7: The City should provide additional well-designed public facilities to serve the Kino area by

- a. Providing pedestrian walkways and open space areas adjacent to Van Buskirk Elementary School, the City Service Center, and the proposed police substation to serve the neighborhood (**Site 5**).
- b. Constructing a fire station in the vicinity of Drexel and Palo Verde Roads should the City annex east of Country Club Road. (Proposed Fire Department Master Annexation [Service] Plan.)



(Plan amended on December 12,
1994, Resolution 16779 to delete
Site 5)

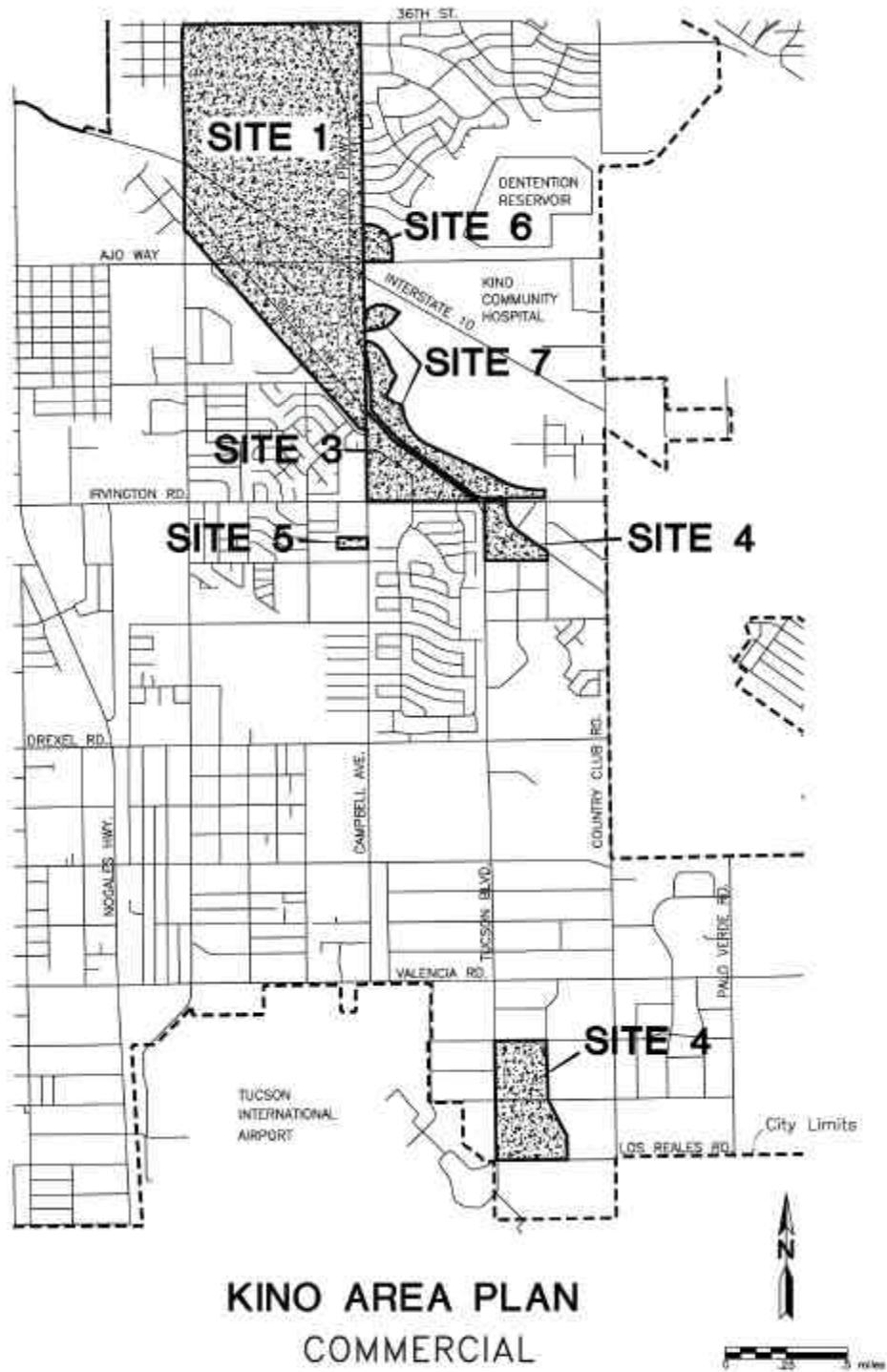
(Plan amended on August 5,
2002, Resolution 19326
to add Site 11)



(March 27, 2000, Resolution No. 18563,
added Site 5)

(July 1, 2002, Resolution No. 19280,
added Site 6)

(August 5, 2002, Resolution No. 19326,
deleted Site 2)



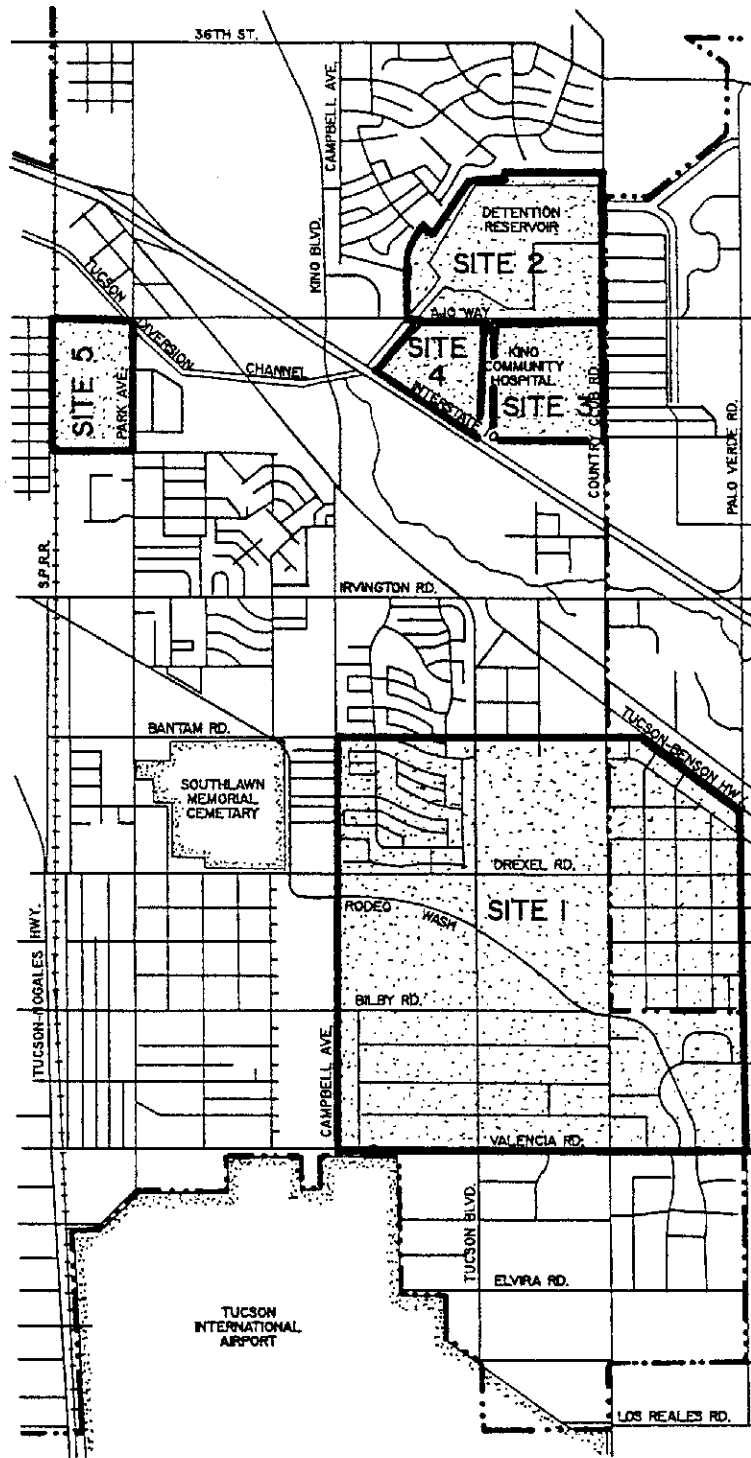
**KINO AREA PLAN
COMMERCIAL**

(Plan amended on September 14, 1983, Resolution 14181 to allow addition of Site 4)

(Plan amended on December 12, 1994, Resolution 16779 to delete Site 5)

(Plan amended on July 1, 2002, Resolution 19280 to add Site 6)

(Plan amended on August 5, 2002, Resolution 19326 to add Site 7)



KINO AREA PLAN PUBLIC & SEMI-PUBLIC

I-89